

Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive to read as follows:

AD 95-11-10 Robinson Helicopter

Company: Amendment 39-9300. Docket No. 95-SW-25-AD.

Applicability: Model R44 helicopters, certificated in any category.

Note 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (c) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

Compliance: Required before further flight, unless accomplished previously.

Note 2: Compliance with this AD may be accomplished by completing the "Compliance Procedure" of Robinson Helicopter Company R44 Service Bulletin SB-6, dated May 23, 1995, and by incorporating into the Model R44 FAA-approved Rotorcraft Flight Manual the revised pages 2-7 and 2-12, both of which were approved by the FAA on May 19, 1995.

To prevent in-flight main rotor separation or contact between the main rotor blades and the airframe of the helicopter, and subsequent loss of control of the helicopter, accomplish the following:

(a) Insert the following information into SECTION 2, LIMITATIONS, of the Model R44 FAA-approved Rotorcraft Flight Manual: Flight and Maneuver Limitations

Low-G cyclic pushovers are prohibited.

Placards

In clear view of the pilots:

Low-G Pushovers Prohibited

(b) Install a placard that contains the following statement in the helicopter in clear view of the pilots. The size and location of the placard must be such that it is easily readable by the pilots:

Low-G Pushovers Prohibited

Note 3: This placard may be produced locally.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used when approved by the Manager, Los Angeles Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance or Operations Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the helicopter to a location where the requirements of this AD can be accomplished.

(e) This amendment becomes effective on July 14, 1995, to all persons except those persons to whom it was made immediately effective by Priority Letter AD 95-11-10, issued May 25, 1995, which contained the requirements of this amendment.

Issued in Fort Worth, Texas, on June 23, 1995.

Mark R. Schilling,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 95-16002 Filed 6-28-95; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 97

[Docket No. 28251; Amdt. No. 1671]

Standard Instrument Approach Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

DATES: An effective date for each SIAP is specified in the amendatory provisions.

Incorporation by reference—approved by the Director of the Federal Register on December 31, 1980, and reapproved as of January 1, 1982.

ADDRESSES: Availability of matters incorporated by reference in the amendment is as follows:

For Examination—

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which the affected airport is located; or

3. The Flight Inspection Area Office which originated the SIAP.

For Purchase—Individual SIAP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

By Subscription—Copies of all SIAPs, mailed once every 2 weeks, are for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.

FOR FURTHER INFORMATION CONTACT:

Paul J. Best, Flight Procedures Standards Branch (AFS-420), Technical Programs Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-8277.

SUPPLEMENTARY INFORMATION: This amendment to part 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs). The complete regulatory description of each SIAP is contained in official FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Federal Aviation Regulations (FAR). The applicable FAA forms are identified as FAA Form 8260-5. Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAPs, their complex nature, and the need for a special format make their verbatim publication in the **Federal Register** expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, but refer to their graphic depiction on charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description

of each SIAP contained in FAA form documents is unnecessary. The provisions of this amendment state the affected CFR (and FAR) sections, with the types and effective dates of the SIAPs. This amendment also identifies the airport, its location, the procedure identification and the amendment number.

The Rule

This amendment to part 97 is effective upon publication of each separate SIAP as contained in the transmittal. The SIAPs contained in this amendment are based on the criteria contained in the United States Standard for Terminal Instrument Approach Procedures (TERPS). In developing these SIAPs, the TERPS criteria were applied to the conditions existing or anticipated at the affected airports.

The FAA has determined through testing that current non-localizer type, non-precision instrument approaches developed using the TERPs criteria can be flown by aircraft equipped with Global Positioning System (GPS) equipment. In consideration of the above, the applicable Standard Instrument Approach Procedures (SIAPs) will be altered to include "or GPS" in the title without otherwise reviewing or modifying the procedure. (Once a stand alone GPS procedure is developed, the procedure title will be altered to remove "or GPS" from these non-localizer, non-precision instrument approach procedure titles.) Because of the close and immediate relationship between these SIAPs and safety in air commerce, I find that notice and public procedure before adopting these SIAPs are impracticable and contrary to the public interest and, where applicable, that good cause exists for making some SIAPs effective in less than 30 days.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 97

Air traffic control, Airports, Navigation (Air).

Issued in Washington, DC on June 16, 1995.

Thomas C. Accardi,

Director, Flight Standards Service.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, part 97 of the Federal Aviation Regulations (14 CFR part 97) is amended by establishing, amending, suspending, or revoking Standard Instrument Approach Procedures, effective at 0901 UTC on the dates specified, as follows:

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

1. The authority citation for part 97 is revised to read as follows:

Authority: 49 U.S.C. 40103, 40113, 40120, 44701; 49 U.S.C. 106(g); and 14 CFR 11.49(b)(2).

2. Part 97 is amended to read as follows:

§§ 97.23, 97.27, 97.33 and 97.35 [Amended]

By amending: § 97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME or TACAN; § 97.27 NDB, NDB/DME; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, identified as follows:

. . . Effective SEPT 14, 1995

Prescott, AZ, Ernest A. Love Field, RNAV or GPS RWY 21L, Amdt 2A
Prescott, AZ, Ernest A. Love Field, VOR or GPS RWY 11, Amdt 1
Fresno, CA, Fresno Air Terminal, NDB or GPS RWY 29R, Amdt 23
Orland, CA, Haigh Field, VOR or GPS-A, Amdt 5
Oroville, CA, Oroville Muni, VOR or GPS-A, Amdt 4
Red Bluff, CA, Red Bluff Muni, VOR/DME or GPS RWY 15, Amdt 4
Red Bluff, CA, Red Bluff Muni, VOR or GPS RWY 33, Amdt 5
Fort Lauderdale, FL, Fort Lauderdale/Hollywood Intl, VOR or GPS RWY 27R, Amdt. 10B
Fort Lauderdale, FL, Fort Lauderdale/Hollywood Intl, NDB or GPS RWY 13, Amdt. 14B
Fort Myers, FL, Page Field, NDB or GPS RWY 5, Amdt 5A
Gainesville, FL, Gainesville Regional, RNAV or GPS RWY 28, Amdt 5
Vero Beach, FL, Vero Beach Muni, VOR/DME or GPS RWY 29L, Amdt 2B
Vero Beach, FL, Vero Beach Muni, VOR or GPS RWY 11R, Amdt 12A
Greensboro, GA, Greene County Airport, NDB or GPS-A, Orig-A
Macon, GA, Middle Georgia Regional, VOR or GPS RWY 13, Amdt 7B

Waycross, GA, Waycross-Ware County, VOR or GPS-A, Amdt 7A
Waycross, GA, Waycross-Ware County, RNAV or GPS RWY 18, Amdt 4A
Seymour, IN, Freeman Muni, NDB or GPS RWY 5, Amdt 3
Fort Madison, IA, Fort Madison Muni, VOR/DME RNAV or GPS RWY 34, Amdt 4
Rantoul, IL, Rantoul National Aviation Center, VOR or GPS RWY 27, Orig
Fort Leavenworth, KS, Sherman AAF, NDB or GPS RWY 33, Amdt 3A
CANCELLED
Fort Leavenworth, KS, Sherman AAF, NDB RWY 33, Amdt 3A
Larned, KS, Larned-Pawnee County, NDB or GPS RWY 17, Amdt 3
Meade, KS, Meade Muni, NDB or GPS RWY 17, Amdt 1A
Covington, KY, Cincinnati/Northern Kentucky Intl, NDB or GPS RWY 9, Amdt 13
Covington, KY, Cincinnati/Northern Kentucky Intl, NDB or GPS RWY 18R, Amdt 16
Mayfield, KY, Mayfield Graves County, VOR/DME or GPS-A, Amdt 7
Mayfield, KY, Mayfield Graves County, VOR/DME RNAV or GPS RWY 18, Amdt 3
Mount Sterling, KY, Mount Sterling-Montgomery County, NDB or GPS RWY 3, Amdt 1
Mount Sterling, KY, Mount Sterling-Montgomery County, NDB or GPS RWY 21, Amdt 1
New Orleans, LA, New Orleans Intl (Moisant Field), NDB or GPS RWY 10, Amdt 25A
Ruston, LA, Ruston Muni, VOR/DME or GPS-A, Amdt 11
Slidell, LA, Slidell, NDB or GPS RWY 36, Orig
Menominee, MI, Menominee-Marquette Twin County VOR or GPS-A, Amdt 2A
Hutchinson, MN, Hutchinson Muni-Butler Field, VOR/DME or GPS RWY 33, Amdt 2
Hutchinson, MN, Hutchinson Muni-Butler Field, NDB or GPS RWY 15, Amdt 3
St Paul, MN, St Paul Downtown Holman Fld, NDB or GPS RWY 30, Amdt 7
Winona, MN, Winona Muni-Max Conrad Fld, VOR or GPS-A, Amdt 11B
Jackson MS, Jackson Intl, NDB or GPS RWY 15L, Amdt 4
Mesquite, NV, Mesquite, VOR/DME or GPS-A, Orig
Sand Springs, OK, William R. Pogue Muni, NDB or GPS RWY 35, Amdt 2
CANCELLED
Sand Springs, OK, William R. Pogue Muni, NDB RWY 35, Amdt 2
West Jefferson, NC, Ashe County, NDB or GPS RWY 27, Orig CANCELLED

West Jefferson, NC, Ashe County, NDB RWY 28, Orig
Wallops Island, VA, Wallops Flight Facility, VOR/DME or TACAN or GPS RWY 10, Amdt 3 CANCELLED
Wallops Island, VA, Wallops Flight Facility, VOR/DME or TACAN RWY 10, Amdt 3

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14 CFR Part 97

[Docket No. 28249; Amdt. No. 1669]

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AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

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The Rule

This amendment to part 97 is effective upon publication of each separate SIAP as contained in the transmittal. Some SIAP amendments may have been previously issued by the FAA in a National Flight Data Center (FDC) Notice to Airmen (NOTAM) as an emergency action of immediate flight safety relating directly to published

aeronautical charts. The amendments may require making them effective in less than 30 days. For the remaining SIAPs, an effective date at least 30 days after publication is provided.

Further, the SIAPs contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Approach Procedures (TERPS). In developing these SIAPs, the TERPS criteria were applied to the conditions existing or anticipated at the affected airports. Because of the close and immediate relationship between these SIAPs and safety in air commerce, I find that notice and public procedure before adopting these SIAPs are impracticable and contrary to the public interest and, where applicable, that good cause exists for making some SIAPs effective in less than 30 days.

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